HOW AN IMPORTANT BILL WAS PUSHED THROUGH CONGRESS.

Bobert Graves Contrasts Latter Day Lobbying with the Style Formerly in Vogue. McGarral, an's Claim-Laziness and Selftahners the Chief Congressional Vices.

[Special Correspondence.]

Washington, July 26 .- We are at the xl of the first session of the Fifty-second ngress. Every congress, every session of gengress, has its secret history, and this one is no exception to the rale. There are many things about this session which I would like to tell but dare not, for I should be sure to give offense in one direction or another. There are men whom I should like to denounce for their demagogy, their laziness, their indifference to public welfare, their narrowness, their selfishness. Probably the two greatest faults of our public men are laziness and selfishness. Corruption-direct, unmistakable dishonesty is happily rare in congress. I often think the public has a mistaken notion concerning the corruption which is popularly supposed to exist in high places. Probably if the innermost secrets of this session of congress were laid bare not one case would appear of a member or senator actually taking a direct bribe. Only a few days ago a bill was passed which was worth \$3,000,000 to one man. I speak of poor old Billy McGarrahan, of whose good fortune after more than thirty years of poverty and struggle you have doubtless read something in the telegraphic dispatches. But perhaps you do not know that when congress passed the bill refer-ring his claim to the court of claims it not only placed \$3,000,000 in his pocket, but \$300,000 in the pocket of a man who is known as a lobbyist, and who makes no secret of his connection with the McGarra-

Inasmuch as this case gives us an insight into the character and methods of modern lobbyists, I will tell you something about it. McGarrahan has been here almost a

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third of a century, brying to get justice from congress Repeatedly his bill has passed one or the other house, but it has never before passed both in one congress. There has been no years of the jus-Committee after committee has

looked into it and WILLIAM M'GARRAHAN. decided in his favor. Some of the biggest lobbyists of the last quarter of a century-Sam Ward, the prince, Matt Carpenter and several others whom I am not at lib-erty to pame—have had his interests in charge at various times.

Finally McGarraban asked Colonel Ayres, a former newspaper man, to see what he could do. This was known as the economical congress. Its leaders were striving to keep appropriations down to the smatlest limit. Mon of genius, under more favorable circumstances, had endeavored to put that bill through and had Yet Ayres did not heritate. Making an agreement with McGarrahan by which he was to have 10 per cent of the proceeds, whitever that might be, he began his campaign. His weapons were argument, demonstration of the justice of the claim, appeal to the decency and generosity of senators and representatives. I am sure not a dollar was improperly used. Eloquence, tact, energy won the day in the senate. The bill passed that body by a large majority. In the house the session was drawing to a close, and if anything were to be done there it must be done quickly. Colonel Ayres canvassed the ground very carefully. For months he walked, ate, sat, almost slept with members. Finally he was ready for a vote. He felv confident he could pass the bill if a roll call upon it could be had. The vital question was, Could the bill be brought up! That depended upon one man-Speaker Crisp. Hundreds of measures were pressing for favor. Influential men were supporting them and rivaling each other for the speaker's favor. How did Colonel Ayres get over this difficulty?

He called one night on Speaker Crisp and told what he wanted. He wanted a chance to call the bill up. "You can't thave it," said Crisp. "Well, then," re-torted Ayres, "you will have to bury poor old Billy McGarrahan. Take your choicegive me a vote or bury my man. He has reached his limit; he can endure no more. Disappointment after disappointment he has borne, he has nearly starved, he has changed from a young and vigorous man to a whitehaired, broken wreck while waiting for justice at the hands of the American congress. He can go no farther -if we can't have a vote this week he'll be dead by the time you bring your gavel down for the final adjournment.

This was an appeal to his manbood which the speaker could not resist. He could do nothing less than give the bill a chance to be voted on. Responsibility for its passage or defeat was not his, but rested with the 300 members of the house. "You will make something out of this

yourself, will you not, Ayres," Mr. Crisp

"I do not deny that, Mr. Speaker. But I will tell you what I will do. Give us a vote, and if the bill passes I pledge you that my fee shall be turned over to any charitable institution which you may name. All I want is justice for my client."

The speaker promised the bill should have a chance, but he did not think it necessary to rob Ayres of the reward of his work, though he felt confident this man, lobbyist though he was, would keep his word. The bill had its chance in court, was passed, and when the news came out to the corridor poor old Billy McGarrahan wept for joy. His blue eyes blazed with a peculiar light. Had the verdict been the other way no doubt he would have died

within a week. Now this is a sample of lobbying of the latter day style. Had the cause been anything but a just one it could never have won in the world. It could not have mustered a dozen votes in the house. For thirty years it has been as meritorious as it is now and had failed a score of times. All honor, say I, to the men who voted this tardy justice. All bonor, too, to Colonel Ayres, who, though a professional lobbyist, brought the American congress to a realization of its obligations and responsibilities. Ayres by this one stroke becomes a wealthy man. It is the greatest victory won by a professional lobbyist in many years. As a character study it is worth while noting that this man could never have made such a great success were he anything but a truthful, a just and faithful man. There are scores of members of congress and senators who would take his word as they take other men's bonds. He never went back on a friend. He never fulled to help a fellow being in distress. So, you see, even in lobbying character is worth something, and I believe in giving

the devil his due. I have more respect for this man than I have for some members of congress who refused to vote for poor old Billy McGarrahan's bill because they thought some-body might charge them with being cor-rupt. There is where the cowardice of public life comes in, and the selfishness of it also. "Voting for this measure subjects me to nossible criticism." thought the ay-

erage congressman, "and I can't see that it will help me in my approaching campaign. It won't popularize me, because McGarrahan has no friends in my district." It was just such views as this that defeated the bill time and again in the past; it is precisely this narrow, selfish stand that defeats hundreds of worthy measures, and perpethundreds of worthy measures and perpet-

uates hundreds of monstrous injustices done in the name of the public.

There are plenty of demagogues in congress. If I dared I would use some names. Take as an illustration a certain measure which attracted a great deal of attention during the last month. It passed the house by a majority of 100 and the senate by a vote proportionately large. I personally have heard a score or more of members of the house and at least a dozen senators who voted for it, denounce it as improper, dangerous, foolish legislation. "And yet I have got to vote for it," they added, "because the people in my district or state want it, and if I voted against it they would wreak vengeance upon me." This is only one case of many I could name.

The truth is, public service is becoming in a large measure a sort of actor's profession. It is a bid for popularity all the time. It is an effort, not to do the right thing, not to carry out one's convictions as to what should be done, but to do that which will bring the most votes and please the largest number of interested and influential persons. I know one senator who is as able and eloquent as any other man in that body. But he makes it a rule whenever he goes out to his state to make speeches to inquire what the sentiments of the people of that particular locality are before commencing his address, and cuts his cloth accordingly. To me he has admitted, with a laugh, that in two days, in adjoining countles, he has made two speeches on the silver question-one for free silver and the other against. "The smartest men differ on that question," he explained, "so why should I quarrel with my constituents? It is my duty to give them what they want." And he gave them what they wanted, just as an actor might have played comedy at one theater where comedy was in favor and tragedy at another where the diences were given to passion.

I know several members of congress who have organized a regular systematic plan for ascertaining the sentiments of the people of their districts on questions which may arise. One member has about 300 friends in his district to whom he sends an inquiry, when occasion requires, something like this: "See a dozen representative citizens and ascertain what their views are on the silver question." From the 300 replies he tabulates the expressions and votes with the majority. If there is not a pronounced majority one way or the other he dodges. In this manner he has held his seat in the house for a good many years, and for all I know will succeed in holding it a good many more.

Of course the encouraging side of this matter is that it shows the power of public opinion. Perhaps there never was a time in this country when public opinion had greater force with public men than it has at the present time. The passage of the antioption bill through one and perhaps both houses of congress was due to noth ing in the world but the power of public opinion. The Sunday closing proviso put on the World's fair sections of the sundry civil bill was due to nothing but the force of public opinion expressed through petitions. As these petitions rolled in by the thousand and the hundreds of thousands, many senators midiculed them in private and one or two did in public; but when the vote was taken I noticed that each of these senators voted precisely as the petitioners had asked him to do. On the theory that the people know what they want and are wiser than any legislative body could possibly be, the growth of the power of public opinion in legislative matters and their creased consciousness among the masses of their possession of the ability to make themselves felt in the federal capital are encouraging signs. They tend to destroy individual statesmanship, to make great leaders impossible, but they contain no threat against the public welfare.

The lazy congressman is a nuisance, and If I cared to use some names and give some instances I dare say a number of able gentlemen who expect to return next fall with their calling and re-election sure would be ingloriously turned down by their constituents. I have no patience with the man who will not study public questions: who will not attend to the business which citizens intrust to his care; who is too indolent to make a speech or to make an honest effort to impress himself in one way or another upon the affairs of the times. There are scores of such men in congress. The requests of their constituents for help in matters pending before the government bureaus they evade by downright lying. Even applications for public documents they rid themselves of by having their secretaries reply that the books or pamphlets named are out of print. These men ille their time away. In committee rooms they are ciphers; on the floor they are un-

The bright side of this picture is a bright one indeed. It is the portrait of a congressman who endeavors to do his whole duty. He rises early, visits the departments on business for his constituents, at half past 10 is in his committee room, at noon in his seat on the floor and all afternoon is watching public business, alert and intelligent, accomplishing something when opportunity offers, making friends. The evening he spends with his mail, writing reports, studying pending questions.

This congress came into life as "the cy-clone congress," "the farmer congress." It was much joked about. The prediction was freely made that it would be a crank congress. It may have done some foolish things, but on the whole it has been wise and patriotic. Both Democrats and Republicans are deserving of credit. The big Democratic majority has been considerate of the rights of the minority, while the Republicans have not pursued any narrow policy of goading and harassing the opposition. The new men, the green members, the farmers who came up from the country, many of them with callouses on their hands, have served with credit. It has not been a congress noted for great leadership nor for eloquent speeches, but it has been good business congress. Balancing the ledger as a close observer I am willing to say that the net result is encouraging to one who believes in the people, in the intelligence and patriotism of the common lot of humanity, in the usefulness of the men from the country law offices, rural printing offices, the workshops and the farms as public servants. ROBERT GRAVES.

When the Dinner Bell Rings People ought to feel hungry, and when they feel hungry they ought to have good digestions. But, alast they don't-frequently That plague alike of the just and of the junjust; of the abstemious and the glutton; of youth, middle age and life's confine the protean imp, dyspepsia-exacts dire penalties for appetite's appeasement in the shape of heartburn, wind on and uncomfortable distention of the stomach, and general disturbance in the gastric region. Dyspensia is very generally accompanied by billousness, irregularity of the bowels, insomina and nervousness, for each and all of which, as well as their cause, Hostetter's Stomach Bitters is the nation's chosen remedy. Maiarial, rheumstic and kidney troubles, lack of strength and flesh, and failure of appetite and the power to rest tranquilly, are also overcome by the Bitters.

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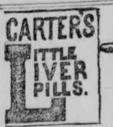
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As trustees in a deed executed by C. E. John son and of record in the clerk's office of the County Court of Hanover county, Deed Book 24, page 150 and by direction of the party named in said deed, we will offer for sale at public auction, on the premises, at 4 o'clock P. M. co.

named in said deed, we will offer for sale at public auction, on the premises at a o'clock P. M., on MONDAY, THE 28TH DAY OF AUGUST. 1892. That valuable STORE and DWELLING combined, with 13% ACRES OF LAND attached, called Rural Point, and also a tract of land nearly adiacent thereto of 78% acres.

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LEGAL NOTICES.

VIRGINIA IN THE CLERK'S OFFICE OF THE CHANCERY COURT OF THE CITY OF RICHMOND, THE 1ST DAY OF AUGUST. 1892.

P. Emil Schmidt .... Plt'ff)

Chancery.

fect.

And that Patsy E. James, Caroline James and Foster James are non-residents of the State, and that these may be persons interested in said lots as heirs of atherine Conts, deceased, whose names are unknown, they are required to appear here within fifteen days after due publication hereof and do what is necessary to protect their interests in this suit. A Copy-Teste. CHARLES W. GODDIN, Clerk.

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SCHEDULE IN EFFECT JULY 17, 1892.

SCHEDULE IN EFFECT JULY 17, 1892.

LEAYE RICHMOND (DAILY).

BYRD-STREET STATION.

9:50 A. M., Richmond and Norfolk through express. Arrive Norfolk II 35 A. A Stops only at Petersburg, Waverly and Saffolk.

9:50 A. M., For Lynchburg, Roanoke and intermediate stations. No connection beyond Resultons. No connection beyond results and division.

12:20 P. M., For Roanoke, Eddford, Pulaski, Bristol and all points South and West via the East Tennessee, Virginia and Georgia railroad. Parior car Petersburg to Roanoke, and Pullman sieeper Roanoke to siemphis via Knoxville and Chattaneega.

phis via Knoxville and Chattaneega.

2:58 P. M., Paniy for Suffolk, Norfolk and intermediate stations, arrives at Norfolk at 6 P. M.

6:45 P. M., Arrives at Norfolk at 9:30 P. M.

11:46 P. M., For Roanoke, Radford, Pulasat,
Bristol, Also for Binefield, Pocatenas, Elkhorn and stations on
Clinch Valley Division. Also for
Louisville and stations on L. & N.

K. K. via Norion: also for Rocky
Mount and all stations on WinstenSalem division. Pullman palace
Sceper between Bichmond and
Lynchburg. Berths ready for occupancy at 9:00 P. M. Also Pullman
sleeper Petersburg to Louisville
via Norton.

Trains arrive Richmond from Lynchburg and the West daily at 7:44 A. M., 2:15 P. M. and 7:45 P. M.; from Norfolk and the East at 10:20 A. M., 2:15 P. M. and 6:23 P. M. and 6:25 P. M. and

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801 A. M., leaves Byrd-street station daily;
stops only at Ashland. Poswell,
Milford, Fredericksburg, Brooks
and Widowster. Sleeper Washing,
ton and New York. Arrives at
Washington at 1870 P. M. Baltimore. 1 P. M.; Philadelphia, 2:18
P. M.; New York. 10 P. M.
11:50 A. M., leaves Byrd-street station daily except Sunday. Buffer Parlor Car
Richmond to New York. Arrives
at Washington at 4:10 P. M.; Baltimore. 5:24 P. M.; Philadelphia, 7:43
P. M.; New York. 10:35 P. M
7:05 P. M., leaves Byrd-street station daily.
Sleeping car Richmond to New
York. 8tops only at Ashland. boswell. Milford. Fredericksburg,
Brooks and Widewster. Stops at
other stations on Sundays. Arrives
at Washington at 1:10 P. M.; Baltimore, 12:35 A. M.; Philadelphia, 2:13
A. M.; New York. 5:50 A. M.
8:50 A. M., arrives at Byrd-street station daily.
Sleeper from New York. Stops only
at Widowster, Brooks, Fredericksburg, Milfort. 1 owell and Ashland. Stops at other stations on
Sundays, Leaves Washington at
4:23 A. M.
2:53 P. M., arrives at Byrd-street station daily,
Stops at Fredericksburg, Milfort.
1 o well and Ashland. Sleeper
from New York to Washington and
Mashington to Leaves Washington at bless A. M.

9:35 P. M., arrives at Byrd-street station daily except Sunday. Buffet Parlor Car New York to Richmond. Leaves Washington at 5:07 P. M.

FREDERICKSBURG ACCOMMODATION. DAILT EXCEPT SUNDAL

4.00 P. M. leaves Byrd-street station; arrives at Fredericksburg at a: P. M. arrives at Evrd-street station; leaves Fredericksburg at 6:03 A. M. ASHLAND TRAINS. 6:48 A. M., leaves Elba; arrives at Ashland 4; 7:33 A. M. 6:12 P. M., leaves Elba: arrives at Ashland at

6:45 A. M. arrives at Elba: leaves Ashland at 5:35 P. M. arrives at Elba; leaves Ashlandas 5:13 P. M. C. A. TAYLOR, Traffic Manager. E. T. D. Myras, General Superintendent.

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TRAINS NORTHWARD.

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32— \*7:30 A. M. 8:25 A. M. Accommodation.
34— \*9:50 A. M. 10:30 A. M. Norfelk Irain.
35— \*1:35 P. M. 2:15 P. M. N. W. Connec n.
78— \*5:30 P. M. 6:28 P. M. Through Train.
35— \*6:00 P. M. 6:28 P. M. Norfolk Special.
44— \*7:00 P. M. 7:45 P. M. Norfolk Special.
42— 8:40 A. M. 9:55 A. M. Sunday Accom.
44— 8:21 P. M. 7:25 P. M. Sunday Accom.

Nos. 14, 33 and 95 make no stops. Nos. 23, 34 and 78 stop on signal at Manchester. Drawry's, Centralia and Chester. No. 27 stops on signal at Manchester only for passangers purchasing tickets to regular stopping places for this train south of Petersburg. Nos. 32, 35, 37, 38, 39 40, 41, 42, 43, 44 and 45 will stop on signal at all stations. Pullman Palace Buffet sleeping cars on all through trains. On trains Nos. 37 and 15 sleeping-cars between Richmond and Lynchburg, Va.

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5:45 P. M., via Atlantic Coast Line for Bermuda.
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RAILHOADS.

RICHMOND & DANVILLE R. R.

SHORTEST AND QUICKEST ROUTE SOUTH

SCHEDULE IN EFFECT JULY 24, 1811

LEAVE RICHMOND:
TRAIN NO. II, stab A. M.
SOUTHERN EXPRESS, daily for Danvilla, Greensboro, Winston-Salem, Connects at Reveville for Clarksville, Oyford, Henderson, Durham and faleigh through sieecer Richmond to Randleman, Salisbury, Ashaville, Hot Springs, Charlotte, Columbia, Alken, Augusta, Atlanta, Birmingham, Montgomery, New Orleans, Texas and California, Pullman paleas eleeping-cars Richmond to Danville and Danville to Ashaville, Hot Springs and Rnoxvilla, also Danville to Atlanta.

TRAIN No. 9, 3:00 P. M.

JAST MAIL, daily, for all points South and Southwest, Connects at Danville with Pullman Sleeper for Augusta and Allansa; at Greensboro for Durham, Raieggh, &c. Connects at Salisbury for Ashaville and Western North Carolins stations. Washington and Southwest Valibuled Limited, south-bound, leaves Danville 5:50 A. M.

TRAIN No. 17, 5:00 P. M.

A MELIA ACCOMMODATION, daily access LEAVE RICHMOND

AMELIA ACCOMMODATION, daily except Sunday for Amelia Courthouse and intermediate points.

ARRIVE AT RICHMOND,

Train No. 12, 6: 0 A. M.; No. 10, 5:30 P. M.; Na. 15, 8:45 A. M.

VORE RIVER LINE VIA WEST POINT. DAILY EXCEPT SUNDAY.

THE FAVORITE ROUTE TO BALTIMORE PHILADELPHIA AND NEW YORK

LEAVE RICHMOND:
TRAIN No. 10, 2:10 P. M.

LOCAL EXPRESS, daily, except Sunday,
Stops at all stations. At Lester Manor coanects with stage for Walkerton; also connects
with Baltimore steamer at West Point.

THAIN No. 18, 5:45 P. M.

BALTIMORE LIMITED, daily, except Sunday, for West Point, connecting with York
river steamer for Baltimore. At Baitlmore
steamers connect with Baltimore and Ohlorallroad for Washington, Philadelphia and New
York, FARE: Bichmond to Baltimore, \$2; to
Washington, 83; to Philadelphia, \$4.50; New
York, \$7.30.

York, \$7.30. SS; to Finiadelphia. \$4.50; New STEAMERS LEAVE BALTIMORE S P. M. FOR WEST POINT, daily, except Sunday, thence by Richmond and Danvilla railroad to Richmond, arriving at 9:05 A. M. and 10:33 A. M. TPAIN No.

A. M. TRAIN No. 44. 6: 0 A. M.

L OCAL MIXED, daily, except Sunday: leaves and intermediate points.

Ticket office at station foot of Virginia street onen 8:00 A. M. to 6:00 P. M., and from 0:00 to 3:20 A. M.
City ticket office, 201 Main street.
SOL. HAAS,
Train Manager.
W. H. Ghelen, General Manager.
E. BERKELEY, Superintendent.
J. 5, FOLTS, Passenger Agent.
919 Main street, Richmond.

CHESAPEAKE AND OHIO BAILWAY COM-SCHEDULE IN EFFECT JUNE 26, 1892.

No. Richmond. BROAD-STREET STATION. 2-6:00 A.M. Daily for Old Point.
32-9:00 A.M. Daily for Norfolk and Old Pt.
Stops only at Williamsburg.
5-8:00 A.M. Except Sunday for Clifton F'ge
1-2:00 F.M. Daily for Cincinnati.
3-10:45 F.M. Daily for Cincinnati.
31-6:35 F.M. Daily for Doswell.

No. Richmond. EIGHTH-STREET STATION.

No. 5. Parlor Car for Chifton Forge connects at Gordonsville for Washington; at V. M. Junction for Lynchburg; at Basic City for Shenandoah Valley, North and South, and at Staunton for Harper's Ferry.

No. 1. Pullman for Cincinnati and St. Louis; supper in Diang Car.

No. 3. Pullman and Dining Car for Cincinnati.
No. 3. Pullman for Old Point connects at Old Point for Norfolk daily except Sunday.

No. 32. Vestibule train for Old Point and Norfolk.

folk.
No. 4. Pullman for Old Point, connects for Norfolk. No. 9. Solid train for Lynchburg and Clifton No. 11. Parlor Car for Lynchburg.

TRAINS ARRIVE AT RICHMOND. Arrive. | BROAD-ST. STATION. 1-11:80 A. M. Daily from N'rf'lk and Old P's.
81-6:30 P. M. Daily from N'rf'lk and Old P's.
3-10:80 P. M. Daily from N'rf'lk and Old P's.
2-5:55 A. M. Daily from Cincinnati.
82-8:50 A. M. Daily from Doswell.
4-2:90 P. M. Daily from Cincinnati.
6-7:30 P. M. Ex. Sunday from Cincinnati.

No. | Arrive.

EIGHTH-ST. STATION. 12- 8:20 A. M. Daily from L'chb'g&Clif'n F 2 10- 6:00 P. M. Daily from L'chb'g&Clif'n F 2 JOHN D. POTTS.

Division Passenger Agent.

STEAMSHIPS.

VIRGINIA STEAMEOAT COMPANTS
V JAMES RIVER LINE for the seashore. Cheapest and most pleasant route to Norfolk. Portsmouth, Old Point, Newport News, Claremont and James River landings. Connections: At NEWPORT NEWS OILD POINT and NORFOLK for Hampton and Smithfield, Va., Washington, D. C., Haltimore, Philadelphia and New Jork James Ever by daylight. Great toness into Jamestown. Butch Gap and war segnery. Rates less than half charged by Fall. Fare to Portsmouth and Norfolk, 81 59; 82 Second trip: \$1 second.class. Leaves Richmond every MONDAY, WEDNESDAY AND FRIDAY AT 7 A. M. (STREET-CARS GO DIRECTLY TO STEAMER'S WHARF) for above-named places. Through tickets on sale on steamer and at Garbers Agency. No. 901 Main street, Baggage cheeked through. Easte rooms engaged for day or night. Agency. No. 901 Main street, Baggage cheeked through, take rooms engaged tof day ornight. breight Freight received daily for above named piaces and Eastern North Carolina also, for Eastern Shore of Virginia and Bregular landings on the James river, at LOW-EST RATES, and through bills issued.

LUCIEN B. TATUM, Vice-President, No. 1117 Main street and Recketts.

IRVIN WEISIGER, Freight and Passenger Agent.

OLD DOMINION STEAMSHIP COMPANY. TRI-WEEKLY LINE FOR NEW YORK.

TEI-WEEKLY LINE FOR NEW YORK.

Steamers leave Bichmond EVERY TUESDAY, WEDNESDAY and FRIDAY as 5 P. M.
Manifest closed one hour before sailing time.
Steamers leave New York from Fier 25.
North liver for Richmond EVERY MONDAY,
W.F. DNESDAY and SATURDAY at 3 P. M. arriving in Richmond MONDAY, WEDNESDAY
and FRIDAY MORNINGS.
Passenger accommodations ensurpassed.
Cabin fare to New York including meals
and berth via James river route.

8 9 00
Round trip tickets, limited to thirty days
after date of issue.

Steerage fare, with subsistence.

6 00
Steerage fare, with subsistence.

5 00
Cabin fare via Chasapease and Ohio railway and Richmond and Petersburg
railroad, tickets limited to four days.
Round trip tickets, limited to fifteen
days.

Cabbase can be obtained at Richmond Trans-

Round trip tickets, limited to fifteen days

Tickets can be obtained at Richmond Transfer Company, 501 east Main street; Chesspeake and Ohio and Richmond and Petersburg depots, and at the company's office, 1801 east Main street, and wharf, Rocketts.

Froight received daily until 5 P. M.
Passengers leaving Richmond on MONDAYS, WEDNESDAYS, THURSDAYS and SATUBDAYS by the Chesspeake and Ohio railway via Newport News) as 9,20 A. M. and 3 P. M., and by Richmond and Petersburg railroad, same days, at M. A. M. and 2,28 P. M. will make connection as Norfolk with steamers leaving those days.

those days.

GEORGE W. ALLEN & CO., Agents.

No. 1301 Main street, and
iy 19-tf Company's Wharf, Rocketts.

PRINTING.

WHITTET & SHEPPERSON. PHONE 787. 10TH & MAIN STO